



MRT news

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STATION LINK-UP

Construction of entrances to stations along the MRT Sungai Buloh-Kajang Line are major undertakings as they often involve erecting bridges across major highways. See page 3 for the full story.

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from the desk of the CEO
DATO' SRI SHAHRIL MOKHTAR

ONE YEAR TO OPERATIONS

WELCOME to this edition of MRT News.

The phrase “How time flies” is one of the most commonly used in the world. We often find ourselves in situations where just as we set out to do something, we find that the time to deliver has suddenly arrived.

As clichéd as the phrase may be, this is exactly what I hear myself say as I bid goodbye to 2015 and welcome the New Year 2016.

We had been working hard at constructing the MRT Sungai Buloh-Kajang (SBK) Line in the past few years. Those years were not that long ago but we now find ourselves within one year of our target delivery date for Phase One of the SBK Line!

Thankfully, despite time moving so quickly, we have managed to make very good progress in terms of construction for the SBK Line.

At the end of 2015, I can proudly recount all the milestones we have achieved: completion of all tunnel excavation works; completion of all guideway construction works; delivery of 24 train sets, sufficient for Phase One operations; completion of track works for the entire northern elevated section; and many more.

Meanwhile, civil structures for the stations have been completed, save for the Kajang Station in the southern elevated section. Work is now focussing on the construction of entrances and link bridges - the focus of this edition's cover story - and other structures and architectural finishing such as roofs and cladding.

Inside the stations, equipment such as lifts, escalators and other machinery are being fitted in.

Of course, there is a lot of focus on the northern elevated section between Sungai Buloh Station and Semantan Station because this is the section that will start operating first by the

end of December 2016.

This focus however does not detract us from the rest of the line, from Semantan Station to Kajang Station. After all, it is just a short seven months after the start of operations for Phase One that this remaining section of the SBK Line starts taking passengers.

As mentioned above, the structures for all elevated stations including the southern section except for Kajang are now completed. As for underground stations, construction is proceeding at full swing to finish the civil structures of all stations.

Tracklaying work is almost complete in the southern elevated section and have started in the underground section of the alignment.

As we come to the final pages for the SBK Line story, I am very happy to say that a new chapter of the Klang Valley MRT Project is starting.

In October 2015, we obtained the final approval for the MRT Sungai Buloh-Serdang-Putrajaya Line. This means detailed design, tendering and construction of the second line of the Klang Valley MRT Project can now proceed.

We at MRT Corp feel extremely excited as the old year comes to a close and the new one beckons. As we run the final laps of one race, we find ourselves already warming up to start a new one.

Thank you.

Shahril



DID YOU
KNOW
THAT ...

IT is possible to travel from Portugal to Vietnam solely by riding on trains. At 17,000 km, this is the longest train journey in the world.



Picture courtesy of www.pinterest.com

BUILDING LINK BRIDGES TO STATIONS

By Leong Shen-li



THE operations to erect the Phileo Damansara Station pedestrian link bridge began on the evening of 5 September 2015 with the structure being moved into position (Picture 1) to enable the lifting to take place (Pictures 2-4), finishing with the structure being placed in position between the station and the pier by mid-morning of 6 September 2015 (Picture 5). On 23 September 2015, the second section was safely installed between the pier and the entrance building (Picture 6), thus completing the bridge structure.

THE construction of the elevated stations of the MRT Sungai Buloh-Kajang (SBK) Line, especially the 12 along the northern elevated section, is progressing well as the target for Phase One operations draws near.

Most of the station structures are almost completed, with their roofs being installed. Now, station construction has to move to a new focus – completing the access points to the stations.

As they are elevated stations, the entrances to these stations will have to include escalators, staircases and lifts to bring commuters to the concourse level of the station.

Most of these stations are also located directly above or beside roads. This means the entrances, which are usually located beside roads, will need to be connected to the station via link bridges.

For the entire SBK Line, at least 16 of these link bridges of various lengths have to be built in order for the stations to be accessible to commuters. The task of erecting these link bridges, because they are done over major roads, is very challenging and requires a lot of planning.

For stations which are located on one side of the road, a link bridge will be built to an entrance on the opposite side of the road. Examples are the Sungai Buloh Station with a link bridge over Jalan Kuala Selangor, Phileo Damansara Station with a bridge over the SPRINT Highway, and the Taman Midah Station which has one over Jalan Cheras.

Some stations are built above the median of a wide road. This requires at least two link bridges to connect the station with entrances located on both sides of the road. Among such stations are the Pusat Bandar Damansara Station which requires link bridges over Jalan Johar and the slip road from SPRINT Highway to Jalan Maarof, and the Taman Connaught Station with link bridges over both directions of busy Jalan Cheras.

Link bridges are also constructed to link stations with their multi-storey park and ride buildings, such as between the Bandar Utama Station and its park and ride facility across Persiaran Bandar Utama.

Among the first – and longest – of such bridges to be erected was the one connecting the Phileo Damansara Station and its Entrance A which is located on opposite side of the SPRINT Highway.

The task was for the station's Nominated Sub-Contractor Naim Engineering Sdn Bhd to erect a 78.64m link bridge spanning over eight lanes of the SPRINT Highway, two lanes of Jalan 16/11,

and two lanes of the slip road from the two Phileo Commercial Centres.

Because of its length, the bridge had to be erected in two sections. The first section to be installed spanned the highway and Jalan 16/11, while the second shorter section spanned the two-lane slip road.

Because of the challenging site where the bridge was to be built, it was decided that the two sections of the steel bridge should first be fabricated and assembled at a location near the station. Once completed, the sections would then be moved from its assembly site and lifted to its position during an 18 hour operation. This would require the complete closure of the SPRINT Highway at that location.

The bridge was constructed in this manner so that disruption to traffic could be minimised. SPRINT Highway's complete closure would be reduced to the time needed to lift and secure the bridge at its position. Had a different design and construction method been adopted, the disruption to traffic would have been much longer.

On the evening of 5 September 2015, the first section which had earlier been loaded onto a 24-axle trailer, was moved into position right across all lanes of the highway. All traffic had already been stopped at this stretch, with a proper Traffic Management Plan with road diversions being implemented.

While this was being done, a nearby bus stop and gantry signboard had to be dismantled as they were in the way of the lifting. In fact, a few days before, the concrete divider along the highway had also been hacked to enable the bridge structure to be moved across all lanes of the highway.

Once in position, the three huge cranes – a 200 tonner, 400 tonner and 500 tonner – moved into position and began preparations for the lifting operations. This process, which looked just like a scene from Transformers with the arms and stabilizers of the cranes unfolding and extending upwards and outwards, took two to three hours.

With cables secured to the bridge, the three cranes, in absolute synchronisation, smoothly lifted the 165 tonne section a few metres above the ground for a test lift. This was to check whether the cables were properly secured and the weight properly distributed.

After some adjustments, the lifting could then proceed. The lifting process itself looked relatively

easy, with the three cranes effortlessly lifting the section upwards and carefully placing it on a ledge at the station and a pier 19m above road level.

Once in place, workers immediately moved in to bolt down the structure securely. Netting was then affixed to the structure to ensure that nothing would fall onto moving traffic when subsequent work on the bridge, such as flooring, roofing and side panelling works, was being carried out.

However, the job had not ended just yet. Decommissioning of the cranes then had to be done, which, like the preparation works, took a couple of hours.

The road also had to be made safe for traffic, and the gantry signpost and the bus stop had to

be reinstated. New Jersey Barriers were placed where the dividers had been hacked, pending reconstruction over the next few nights.

SPRINT Highway was reopened to traffic at 4pm that day, about two hours earlier than the scheduled opening time.

Two weeks later, on 25 September 2015, the process was repeated, albeit on a smaller scale, for the lifting of the smaller section between the pier and the entrance building. For this operation, just one crane was required and only Jalan 16/11 was closed.

After the two weekends of intense work, the most complicated part of constructing the access to the Phileo Damansara Station was completed. Work will now be on finishing the bridge to enable it to be used by the end of 2016 when the station greets its first customers.



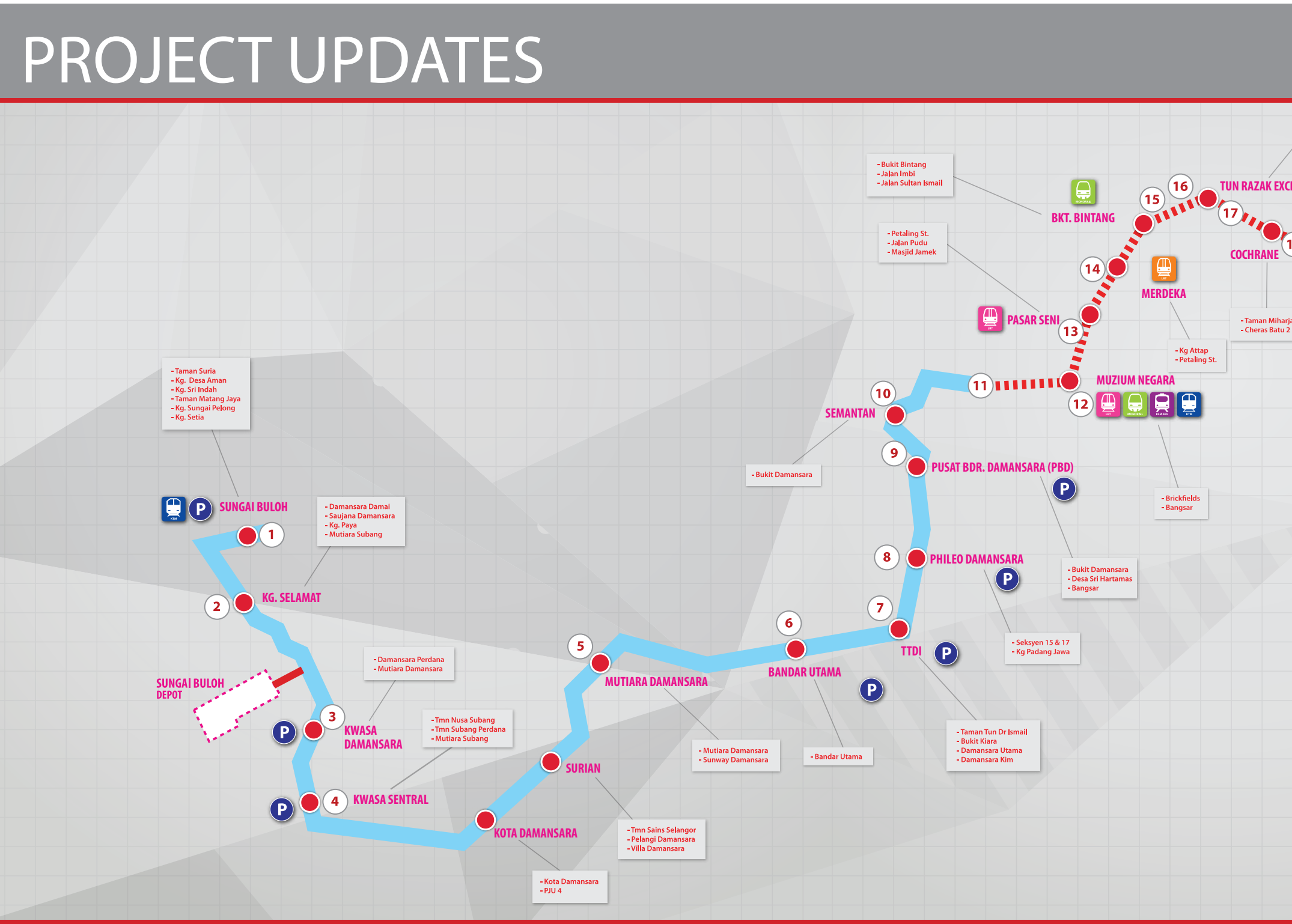
AMAZING FEAT : Top view of the link bridge structure being lifted.



COVER UP : Roofing and other works being carried out on the link bridge.



COLLOSAL : The massive steel link bridge structure was assembled near the lifting site.



1

LINKAGES
The common concourse of the Sungai Buloh KTM Station (red roof) and the Sungai Buloh MRT Station (left) taking shape.

2

WORK IN PROGRESS
View of the Kampung Selamat Station near the Kampung Baru Sungai Buloh intersection of Jalan Subang.

3

ALMOST THERE
View of the Kwasa Damansara Station where construction is at an advanced stage.

4

TAKING SHAPE
Construction of the Kota Damansara Station making good progress.

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PUTTING THE TOP
The roof of the Mutiara Damansara Station next to Surian Tower being installed.

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INTO THE GROUND
View of the elevated tracks entering the Semantan Portal building, the start of the underground section.

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EQUIPMENT IN
Building services fixtures such as air conditioning vents installed at the platform level of Muzium Negara Station.

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TOPPING UP
Backfilling above the roof of the Pasar Seni MRT Station in progress.

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INSIDE THE STATION
View of the platform level of the Merdeka Station.

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PLATFORM LEVEL
View of the trackbed and platform in the Bukit Bintang MRT Station.

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CLOSE TO COMPLETION
View of the construction of the Taman Pertama Station.

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ACCESS
One of the entrances to the Taman Mutiara Station being constructed.

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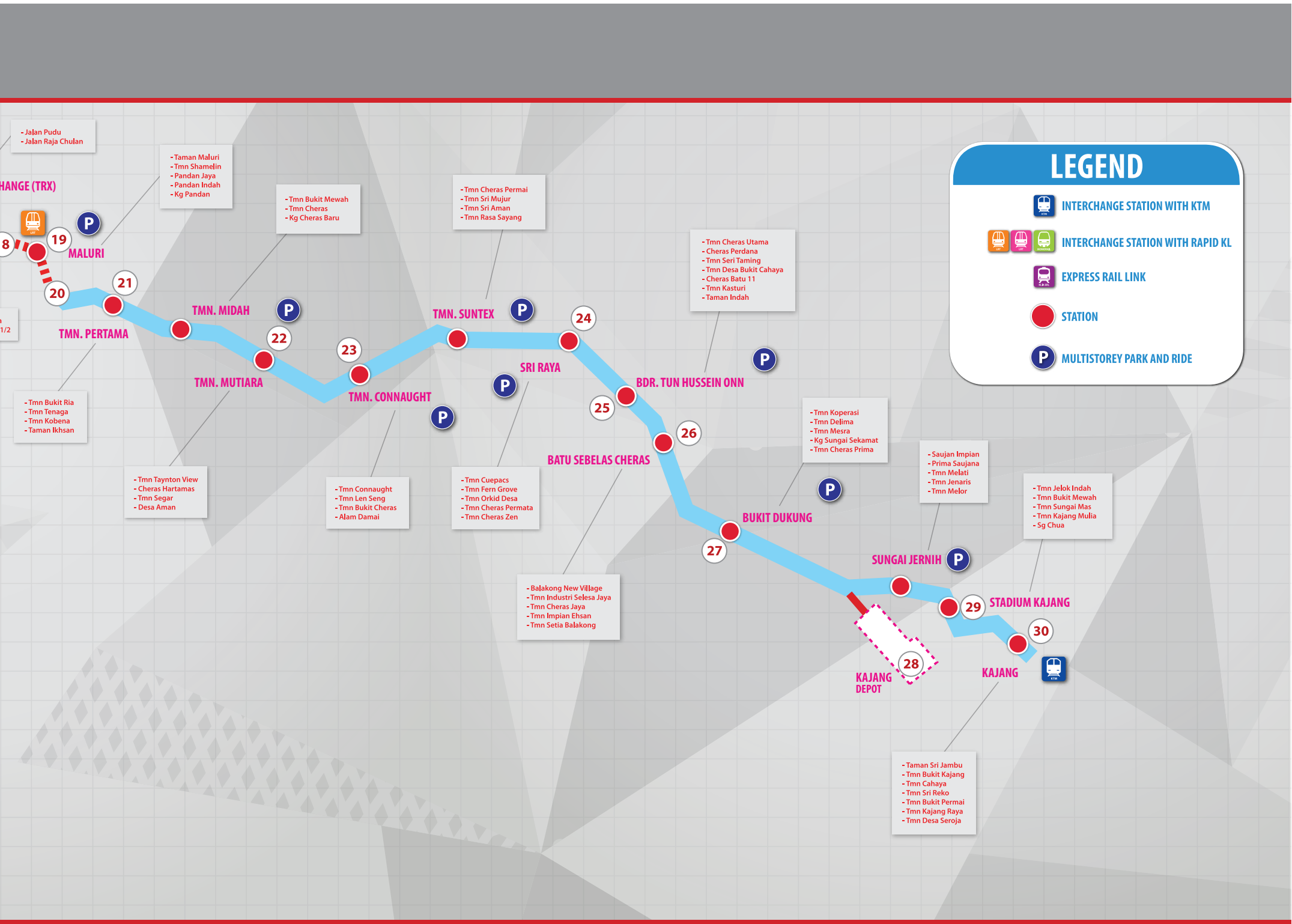
FULL SWING
Construction of the Taman Connaught Station being in progress.

24

GOOD PROGRESS
Roof installation in progress at the Sri Raya Station.

25

CONVENIENT
View of the Bandar Tun Hussein Onn Station with the future park and ride facility being built to its right.



6

PUSHING AHEAD
Construction in progress at the Bandar Utama Station.

7

GOOD WORK
View of the Taman Tun Dr Ismail Station with the roof being installed.

8

FINAL PIECES
The Phileo Damansara Station with the roof almost completed.

9

ENTRANCES UP
Aerial view of the Pusat Bandar Damansara station with one of its entrances being built on the right.

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CHALLENGING SITE
View of the Semantan Station being constructed over the busy Jalan Semantan.

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KEEPING DRY
A waterproof membrane being placed above the tunnel prior to backfilling of the Inai Shaft.

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VAST SITE
View of the northern end of the Tun Razak Exchange Station box, with a completed portion of the roof slab (white slab).

18

READY
Equipment ready for installation at the platform level of the Cochrane Station.

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BIG CHAMBER
View of the crossover area of the Maluri Station box where preparations for track laying are taking place.

20

UP FROM THE GROUND
View of the Maluri Portal where the MRT Sungai Buloh-Kajang Line emerges from underground.

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STRUCTURE UP
View of the roof truss for the Batu Sebelas Cheras Station ready for roof installation.

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GOOD WORK
View of the Bukit Dukung Station with ongoing construction of the park and ride facility next to it.

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BIG SITE
Aerial view of the Kajang Depot.

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GOOD LOCATION
Construction of the Stadium Kajang Station, located next to Kajang town centre, in progress.

30

READY FOR USE
View of the multi-storey park and ride building (in green) next to the Kajang MRT Station site.

DISASTER DRILLS IN PREPARATION FOR MRT OPERATIONS

By Rizal Redzuan

TWO disaster drills were held for the MRT Sungai Buloh-Kajang (SBK) Line in view of Phase One operations between the Sungai Buloh and Semantan Stations starting by the end of 2016.

The drills, involving personnel from Mass Rapid Transit Corporation Sdn Bhd (MRT Corp), MMC Gamuda KVMRT (PDP) Sdn Bhd as the Project Delivery Partner (PDP), Work Package Contractors (WPC) and relevant Government agencies, were carried out at the Sungai Jernih Station and the Phileo Damansara Station.

The objective of the two drills was to evaluate the readiness and reaction performance of all parties in cases of an emergency.

The first drill was held at the Sungai Jernih Station site near Kajang on 19 November 2015. Besides MRT Corp, PDP, WPC and the Fire and Rescue Department of Malaysia, KPJ Kajang Specialist Centre also took part in the drill.

Their involvement was due to the fact that the hospital is located next to the SBK Line and near the Sungai Jernih Station, potentially making it the fastest medical facility to be able to respond to a disaster.

The hour-long drill commenced at 12.00 noon and simulated an emergency arising from the station's roof truss collapsing while being lifted by a crane, injuring many workers and members of the public, with several victims trapped in cars.

The relevant agencies swung into action after being notified of the disaster, ensuring that the emergency procedures were followed so that the victims were able to quickly receive the necessary first aid and subsequent medical attention at the hospital.

The second emergency drill was held at the Phileo Damansara Station site on 15 December 2015. It began at 11.50pm and lasted till 2:00am the following morning.



SMOOTH OPERATIONS: Members of the Fire and Rescue Department trying to remove "victims" trapped in a car damaged by a falling station roof truss during the drill.



OFF TO HOSPITAL: A "victim" being wheeled to a waiting ambulance to be transported to the KPJ Kajang Specialist Centre.



MISSION ACCOMPLISHED: Participants of the Phileo Damansara Station drill pose for the camera after their successful exercise.

The drill simulated a situation where a fire had broken out at the station with a victim being stuck inside a train. This scenario required the Fire and Rescue Department's team to deploy an air-lifting bag to pull the victim to safety.

Both drills were successfully conducted with the authorities being satisfied with the level of awareness of the responsibilities and emergency procedures by all parties involved.

UIC DELEGATES WITNESS MRT TRAIN ASSEMBLY PROCESS

By Rizal Redzuan

DELEGATES attending the Asia Pacific Regional Assembly of the International Union of Railways (UIC) were given the opportunity to visit Malaysia's first train assembly plant in Rasa, Hulu Selangor on 20 November 2015.

The plant is operated by LMG Rail Sdn Bhd, a subsidiary of SMH Rail Sdn Bhd which is a member of the consortium contracted to supply 58 electric trains for the MRT Sungai Buloh-Kajang (SBK) Line.

The other consortium members are Siemens AG and Siemens Malaysia Sdn Bhd. SMH Rail assembles the trains under certification from Siemens.

The delegates who joined the visit included guests from France, Japan, India, Indonesia, Malaysia and Australia.

Before departing for the plant, the delegates were given an introduction on the MRT Project by Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) Electrical and Mechanical Systems Director Mr Tarenjit Singh Khella at Sunway Putra Hotel, Kuala Lumpur, the venue of the assembly.

MRT Corp Health, Safety, Security and Environment Head Encik Yusof Kasiron then gave a short briefing

on safety enhancement measures being carried out by MRT Corp.

Once the delegates arrived at the plant, they were briefed by SMH Rail General Manager, Locomotive Division Mr Eric Byrne.

Mr Byrne together with Mr Tarenjit Singh as well as MRT Corp Assistant General Manager, Electric Train and Depot Equipment and Maintenance Vehicles Mr Arun Govindasamy brought the delegates for a tour of the plant.

During the tour, the delegates got to see the complete process where an empty train car shell was fitted in with thousands of parts and components and then coupled with other train cars to become a fully operational four-car train set.

The delegates also learnt that the various parts and components for the train came from different countries, such as the train car shell from China, bogies (wheels) from Austria and chairs from Melaka. These different components were then transported to the plant for the assembly process.

The visit ended with lunch before the delegates boarded their bus for the journey back to Sunway Putra Hotel.



INTERESTING: The delegates inside the assembly plant.



SOLID: The bogies for the trains attracted the attention of the delegates.



TEDIOUS: The delegates being shown how the thousands of metres of cables, which are first put into casings, are fitted into the train.



SUCCESSFUL TOUR: The delegates giving a thumbs up after a successful tour.

JAPANESE MINISTER VISITS COCHRANE STATION

By Rizal Redzuan



A FAMILIARISATION: MRT Corp Director Underground Stations Mr Keith Allenby giving an introduction to the Klang Valley MRT Project to Japanese Land, Infrastructure, Transport and Tourism Minister Mr Keiichi Ishii (seated in suit).



FOR THE ALBUM: The Japanese delegation together with MMC Gamuda KVMRT (T) Sdn Bhd Project Director Mr Satpal Bhogal (fourth from left) and MRT Corp Underground Stations Director Mr Keith Allenby (six from left) inside the Cochrane Station.

MASS Rapid Transit Corporation Sdn Bhd (MRT Corp) hosted Japanese Land, Infrastructure, Transport and Tourism Minister Mr Keiichi Ishii at the Cochrane Station site on 6 November 2015.

Keiichi led a 20-strong delegation comprising officers from his Ministry.

The visit began with MRT Corp's Director of Underground Stations Mr Keith Allenby giving an introduction and briefing about the Project in the visitor centre at the station site, with the assistance of an interpreter.

After the presentation, the delegates were given a tour of the Cochrane Station, one of the seven

underground stations of the MRT Sungai Buloh-Kajang Line.

The tour was led by Allenby together with MMC Gamuda KVMRT (T) Sdn Bhd Project Director, Mr Satpal S. Bhogal. MMC Gamuda is the underground works contractor for the MRT Sungai Buloh-Kajang Line.

The visit ended with an exchange of mementos between Allenby and Ishii followed by light refreshments.

DEPUTY FINANCE MINISTER VISITS MRT CORP

By Amalina Ghazali



CLOSE OBSERVATION: MRT Corp Director of Operations and Assets Management Encik Mahmood Abdul Razak (left) explaining the features of the MRT Project to Deputy Finance Minister Datuk Johari Abdul Ghani (second from left) at the MRT Gallery.

DEPUTY Finance Minister Datuk Johari Abdul Ghani made his first official visit to Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) on 4 November 2015.

The visit underscored his support and commitment for the Klang Valley MRT Project. The visit also enabled him to keep tabs on the progress of the construction of the Sungai Buloh-Kajang (SBK) Line Project.

MRT Corp, the owner and developer of the Klang Valley MRT Project, is wholly owned by the Minister of Finance Incorporated. The Klang Valley MRT Project is fully funded by the Government.

Upon his arrival at the company's corporate headquarters at Bukit Damansara, Johari was received by MRT Corp Chief Executive Officer Dato' Sri Shahril Mokhtar, Project Director SBK Line Mr Marcus Karakashian and Project Director MRT Sungai Buloh-Serdang-Putrajaya (SSP) Line Dato' Amiruddin Ma'aris.

Karakashian briefed the Deputy Finance Minister on the current progress of the SBK Line construction. As at 31 October 2015, construction of the SBK Line was 74.14%.

Johari was informed that the line was on schedule for Phase One operations between the Sungai Buloh and Semantan Stations by the



COMFORTABLE: Deputy Finance Minister Datuk Johari Abdul Ghani (seated) trying out the MRT train seat in the live-sized replica of a section of the MRT train car.



TOKEN OF APPRECIATION: MRT Corp Chief Executive Officer Dato' Sri Shahril Mokhtar (right) presenting a souvenir to Deputy Finance Minister Datuk Johari Abdul Ghani at the end of the visit.

end of 2016, followed by the rest of the line in July 2017.

Amiruddin then presented an update on the SSP Line which received the final approval from the Government in October 2015.

He shared the findings of the Public Inspection exercise, a mandatory requirement under the Land Public Transport Act 2010. The Public Inspection exercise took place between 15 May 2015 and 17 August 2015 and saw more than 10,000 feedbacks submitted by members of the public.

Amiruddin also showed Johari the "hotspots" along the line where MRT Corp expected issues to be raised by stakeholders with regard to the Project.

One of the locations was the Ampang Park Shopping Centre, where MRT Corp is engaged

in discussions with its owners to secure a mutual agreement to enable the MRT tunnel and an underground walkway to be built beneath the building.

The issues surrounding the shopping centre was of interest to Johari because it was within the Titiwangsa Parliamentary constituency of which he is Member of Parliament.

Before the end of the visit, Johari was brought to the MRT Gallery where he got to view a scaled model of MRT stations, guideways, trains and parking facilities. He also tried the MRT train chairs at the live-sized replica of a section of the train car in the gallery.

MEDIA VIEW PHILEO DAMANSARA STATION CONSTRUCTION

By Amalina Ghazali

A GROUP of journalists got to see firsthand the construction work taking place at the Phileo Damansara Station of the MRT Sungai Buloh-Kajang (SBK) Line during a visit on 17 December 2015.

The visit was part of efforts by Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) to inform the public through the media on the progress of the SBK Line. Phase One of the line, between

the Sungai Buloh and Semantan Stations will be operational by the end of 2016.

The group consisted of reporters and photographers from Oriental Daily, The New Straits Times and The Malaysian Insider.

Led by MRT Corp Project Director SBK Line Mr Marcus Karakashian, the group was shown the different parts of the station, including

the concourse and platform levels. As they walked around the station, they were briefed by Karakashian on the design and function of the various equipment being installed in the station.

Also present during the walkabout was MMC Gamuda KVMRT (PDP) Sdn Bhd Deputy Construction Director Encik Adil Putra Ahmad. MMC Gamuda is the Project Delivery Partner of the SBK Line.

This group of visitors was also the first members of the public to get the opportunity to walk across the pedestrian link bridge over the SPRINT Highway that was erected in September.

The 78.6m link bridge connects the station with Entrance A which is located on the opposite side of the SPRINT Highway adjacent to the Phileo Damansara Commercial Centre.



INFORMATION: MRT Corp Project Director MRT Sungai Buloh-Kajang Line Mr Marcus Karakashian (third from left) briefing the media at the platform level of the Phileo Damansara Station.



AT WORK: A work train going past the station during the media visit.



FIRST USERS: The group was the first members of the public to use the pedestrian linkway over the SPRINT Highway.



FOR THE ALBUM: The media and personnel from the MRT Project having a group picture taken after the walkabout.

HAPPENINGS



GOOD OPPORTUNITIES: MRT Corp Deputy General Manager Bumiputera Relations Encik Zairif Zainul giving a presentation on opportunities for Bumiputera contractors under the MRT Sungai Buloh-Serdang-Putrajaya at the Simposium 1000 Kontraktor dan Usahawan Binaan Bumiputera at Shah Alam on 3 and 4 November 2015.



FRUITFUL EXPERIENCE: All smiles from Universiti Teknologi Mara students who visited the MRT Information Centre at Damansara Utama, Petaling Jaya on 26 November 2015.



INSIDE THE TRAIN: Auditor General Tan Sri Ambrin Buang (right) being briefed by MRT Corp Project Director MRT Sungai Buloh-Kajang Line Mr Marcus Karakashian during the National Audit Department's visit on 3 December 2015.



PM: MRT PROJECT BUILDS LOCAL TALENT

PRIME Minister Dato' Sri Mohd Najib Tun Abdul Razak posted a speech on his website www.najibrazak.com on how the Klang Valley MRT Project was developing Malaysian talent in high technology engineering following his visit to the Sungai Buloh MRT Depot on 11 November 2015. Here is the full text of his speech.

SALAM 1Malaysia.

Dear Malaysian Citizens.

Every time I visit an MRT construction site, I am always impressed looking at the number of young engineers that Malaysia has. They are from different cultures and backgrounds and are involved in this high profile project.

I am proud to see young Malaysian individuals involved in the MRT Project not only because they can learn from more experienced engineers but also because they are given the opportunity to be managers and leaders even though they are between 20 and 30 years old.

The knowledge and experience that they will gain from this will be valuable and vital for the future not only for the country but also their own careers.

The MRT Project not only enhances public transport in this country but also highlights technological advancement in Malaysia.

Other projects that require high technological advancements are the Pengerang Project, Second Penang Bridge, Menara KL118 Project and also the High Speed Rail.

All these projects will help develop talents that will spur national development for the present and future, Insya-Allah.

That is all from me.

SSP LINE FINAL APPROVAL GIVEN

By Leong Shen-li

THE MRT Sungai Buloh-Serdang-Putrajaya (SSP) Line has been given final approval by the Government on 7 October 2015.

The final alignment which has been approved contained some changes to the earlier proposed alignment following an analysis of the feedback obtained during a three-month Public Inspection exercise.

The Public Inspection, which was held between 15 May and 17 August 2015, is a mandatory exercise for all new proposed railways under Section 84 of the Land Public Transport Act 2010.

The approved SSP Line now consists of 37 stations instead of 36 under the earlier proposed alignment. The additional station, called Station 25A, is located near Technology Park Malaysia.

The new station, between the future Sungai Besi MRT Station (S25) and Station 26 at Serdang Raya North is expected to serve not only Technology Park Malaysia but a host of other residential development projects planned around the area.

The station will be an elevated station, bringing the total number of elevated stations for the SSP Line to 25. The number for the other stations - 11 underground stations and one "half-sunken" which will be built slightly lower than ground level - remain unchanged.

With the additional station, the end-to-end journey time will now be 85 minutes, a minute longer than that of the earlier proposed alignment.

Besides the new station, the final approved alignment also saw some minor tweaking at Kuchai Lama and Sungai Besi. These were

done following requests from stakeholders at these locations to minimise the impact of land acquisition and to enable optimised usage of the remaining land.

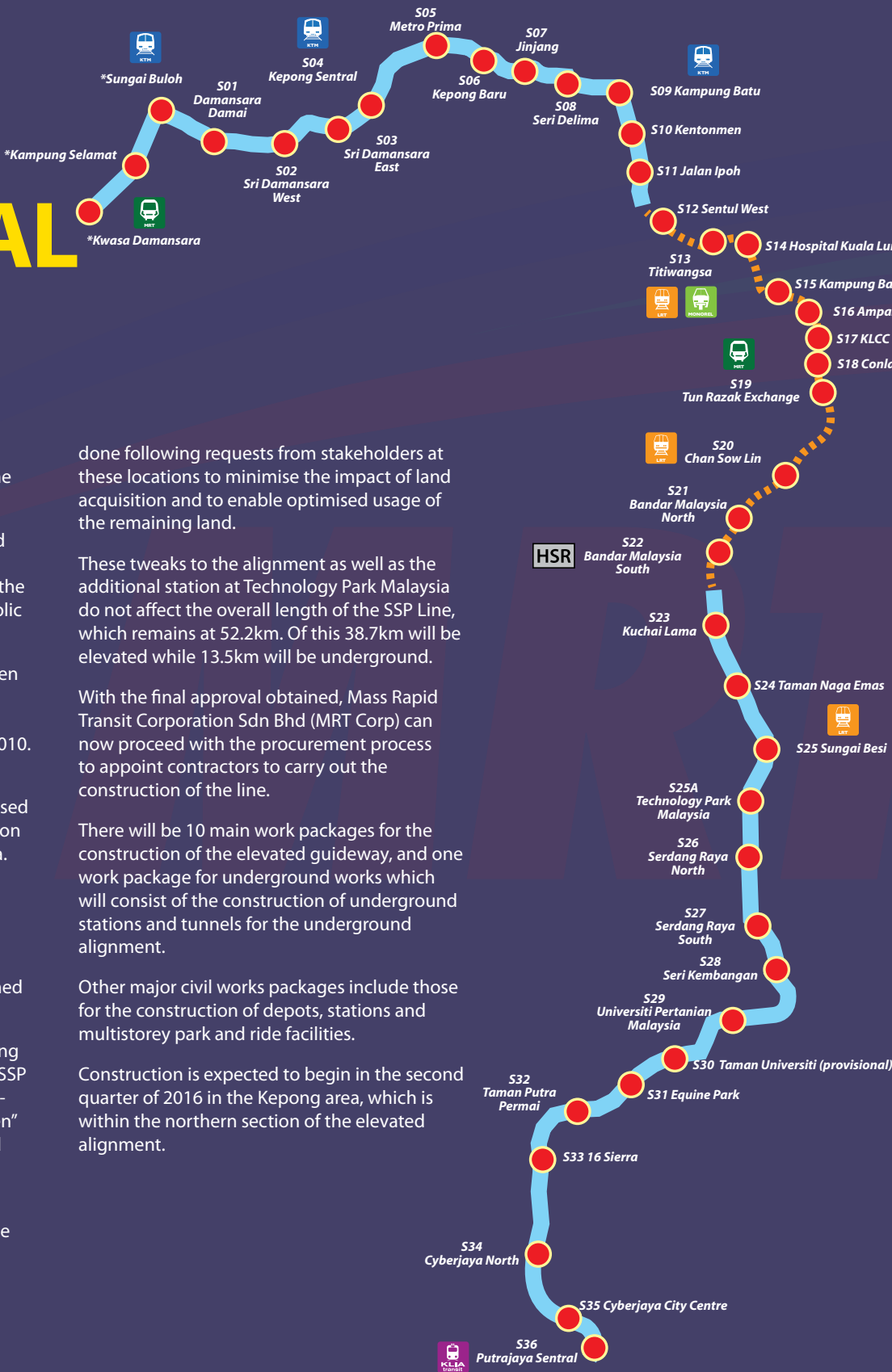
These tweaks to the alignment as well as the additional station at Technology Park Malaysia do not affect the overall length of the SSP Line, which remains at 52.2km. Of this 38.7km will be elevated while 13.5km will be underground.

With the final approval obtained, Mass Rapid Transit Corporation Sdn Bhd (MRT Corp) can now proceed with the procurement process to appoint contractors to carry out the construction of the line.

There will be 10 main work packages for the construction of the elevated guideway, and one work package for underground works which will consist of the construction of underground stations and tunnels for the underground alignment.

Other major civil works packages include those for the construction of depots, stations and multistorey park and ride facilities.

Construction is expected to begin in the second quarter of 2016 in the Kepong area, which is within the northern section of the elevated alignment.



LEGEND

SSP Line interchange with:

- MRT** Sungai Buloh-Kajang Line
- KTM** Komuter
- LRT** Kelana Jaya Line
- LRT** Ampang/Sri Petaling Line
- Monorail**
- KLIA** Transit
- HSR** High Speed Rail

*When operations commence in 2021, the SSP Line will begin from Kwasa Damansara station. This brings the total number of stations for the SSP Line to 40 including the Kwasa Damansara Station, Kampung Selamat Station and Sungai Buloh Station which are built under the MRT Sungai Buloh-Kajang Line (SBK Line).